1907 is shown in a seven seated touring Both of these bodies are exquisite es of the coachmaker's art. Their are extremely stylish, and in both of models there is an air of elegance and bility. The interior fittings are both surfous and well arranged. The upholstery in a delicate shade of morocco and broad-

ches and the limousine 119% inches. The ngine of the large Columbia for 1906. The rs are 5x5, cast in pairs; valves all mechanically operated; the crankeel; ignition is from a storage battery, with an auxiliary battery for emergencies; the is mechanical, with sight feeds to all bearings and splash feed to the cam bearings; the transmission is sliding ear; the brakes have enlarged surfaces, and els, which are made of selected material. run on Timken roller bearings; the rear are elliptic and the front springs half

The frame is pressed steel, strongly braced on the corners and hot riveted; the front axle I-beam type with drop forged pivot ds and hand forged centre with no welding

The total weight of the car is 3,400 pounds bas four forward speeds and one reverse; side chain drive; a twenty-four gallon ne tank; conical leather faced clutch; spark ignition; internal expanding tbrake acting on the ends of the sprocket haft and an internal expanding emergency rake acting on the rear wheel hubs. ndard models are done in dark green with ousine optional.

"This show bespeaks the quiet dignity of an established industry," remarked Charles B. Shanks at the Winton exhibit yesterday. hen a man builds a house brick, stone er and mortar are littered all around decency and order succeed con-

in the automobile industry-its con periods brought loud talk, hip blatant challenges, freaks, weird pertising, heterogeneous show decorations manifestations of unsettled con-And the manufacturers who still in performances of that nature are ciously testifying to their own behind

"At this show we see the exhibitors con octing themselves like established business The rough edges of their awkward lays are gone. There is no loudness in their ertising. There is no side show barking, tossing of gauntlets, no rail of red paint their wake, no ruffled feathers, no toma-This is an altogether different show, be-

se the exhibitors have emerged from orks, and the dignified excellence of this w not only bespeaks the substantial paracter of the men who have made the show. exhibitors, but necessarily it infers the rcellence and merit of their chief works-

vehicles have been relegated, the Knox com-pany is showing two models of its large trucks, tively of 3,000 and 6,000 pounds, one of ch has been purchased by the Steinway there is one of the latest developation emergency and chemical automobile use by progressive fire depart-The fire fighting equipment is fur-by the Combination Ladder Com-Providence, R. I., which has after e extensive investigation chosen the Knox as a standard for this Work, and the del will in future be listed by both com-It is fitted with two chemical tanks nd the usual first aids in fire fighting ap-Naturally, the principal value of This point has been emphatically strated by a somewhat similar ear Mass., fire department and as been not only unqualifiedly suce but the cynosure of the insurance the resultant saving being such as

At the Royal Tourist exhibit vesterday

rive caused by the sudden starting of the carine.

At first a long coil spring was tried, but his soon proved to have its disadvantages, and then the shaft was solit and two ratchets natalled, these to mesh and hold as soon as he motor and fan speed were in accord, at objections soon developed against this ban too, and it was then that a bit of insmity came into play that solved the probability came into play that solved the probability came into play that solved the probability of the solved for the solved for

superior. The rim can be removed with a treatment of the rim can be removed with a treatment of the rim can be removed with a treatment of the rim can be removed with a treatment of the rim itself. These nuts hold in place a narrow steel strip which operates on the beveled else of the frame over the spokes. When the nuts are tightened these steel strips, running separately from bolt to bolt, work up against the frame and form a riige, which with a second immovable ridge at a distance of two inches forms a groove into which the rim fits and is held fast by the screwing up of the nuts over the bolt. The mechanical process is remarkably simple and rapid and withal is of the utmost practicability.

The Buick Motor Company, by reason of

withal is of the utmost practicability.

The Buick Motor Company, by reason of extensions and additions to its group of plants at Flint and Jackson, Mich., will produce more than double the number of cars this year than the company has made in any past season. This makes it possible for the company to consider the demand by European countries for a well built, reliable motor car at a popular price.

The Buick company has closed negotiations with John L. Poole to take the management of its foreign sales department, which is likely to be an important branch of the business. For the past five years Mr. Poole has been a representative of American manufacturers in this line abroad and during that time has gained an experience most valuable and which especially fits him for the work. He has sold cars in England, France, Germany, Austria, Italy, Spain, Denmark, Norway, Sweden and Russia—in fact has placed American automobiles in every prominent city in Europe. Mr. Poole's headquarters will be in Paris, France, care of the American Express Company.

The speaking of the trade conditions, Mr. Poole said:

"American manufacturers, as a rule, have

The speaking of the trade conditions, Mr. Poole said:

"American manufacturers, as a rule, have a greatly exaggerated idea of the volume of business to be obtained in foreign countries. Up to the present time the business has not been large, but there is a growing demand for a good, well made, medium priced car, simple in its construction, reliable and with plenty of power. A portion of this business can be obtained and held by American manufacturers when they can demonstrate in competition the superiority of their wares and by the adoption of such methods as will inspire confidence. Any manufacturer who attempts to use the foreign market as a dumbing ground for cheap material and poor construction and who does not provide for the prompt and careful handling of the business to quite the same extent as he does his home trade will not succeed and will only create expense for which there will be no adequate returns."

Mr. Poole has been for some weeks visting the several factories of the Buick Motor Company and becoming thoroughly acquainted with the line. Soon after the New York show he will start for Paris, when an active campaign will be inaugurated.

Few persons realize the enormous expenses

Few persons realize the enormous expenses automobile manufacturers incur in keeping their machine shops equipped with up to date machinery. Old machines are frequently thrown aside regardless of their cost and their places filled with newer machines that are better adapted to automobile construction work.

better adapted to automobile construction work.

In the last year the Autocar Company of Ardmore, Pa., has installed forty-six pieces of new machinery. One of the largest and most intricate machines is a Landis crank shaft grinder, which alone cost more than \$1,800. The nicety of the construction of his machine may be better understood when it is known that the Autocar system of factory tests requires each bearing of the crank shaft to be ground to the fineness of one-thousandth of an inch.

The report of the appraiser who recently

o be ground to the fineness of one-thousands of an inch.

The report of the appraiser who recently ppraised the Autocar Company's factory it Ardmore, Pa., shows that the Autocar clant is not only one of the best equipped automobile manufacturing plants in the ountry but that every inch of its 90,000 quare feet of floor space is used to the best cossible advantage. The appraiser reports that not an obsolete machine was to be found in the entire plant.

The particular feature of the Hotchkiss display is the six cylinder 50 horse-power demilimousine car which was sold just before the show to E. R. Thomas, the banker, and was exhibited by Mr. Thomas's special permission. The car is finished in gray and red, the Thomas racing colors, and has a detachable front, which, when removed, gives a cab effect in the rear. The 120 horse-power Vanderbilt cup racing car, which was also purchased by Mr. Thomas, is on exhibition in the space allotted it by the A. L. A. M.

There is also a 35 horse-power limousine which is painted green with white stripes. This car is upholstered in green leather, with the driver's seat untuited. The inside of the car is upholstered in English Bedford cord, and is thoroughly equipped, the front seat being upholstered in untuited maroon colored morocco leather.

Sa Alandaulet exhibited is a snappy 20-30 horse-power model painted red, with the front seat upholstered in heavy red morocco leather untuited. The inside is upholstered in light tan English Bedford cord. The car is fully equipped with speaking tube, horn, lamps, &c.

All the Hotchkiss cars shown by Archer & Co. The particular feature of the Hotchkiss dis-

A handsome car shown at the Peerless booth is the 45 horse-power special Peerless roadster, with a small racing body carrying four persons. This is finished in royal blue, equipped with a set of special imported lamps, the lenses of which are of the concentric type and similar, excepting for size, to those used in lighthbuses. It is said that these lamps will throw light at least a thousand feet and will diffuse the light so well that all objects between fences of an ordinary road are plainly visible.

are plainly visible.

The almost impassable roads encountered by the contestants in the recent endurance run from Philadelphia to Harrisburg and return are now famous for the difficulties they presented to motor travel, in view of which the performance of the Stearns car stands out as one of exceptional merit. It was a topic discussed at the Stearns stand yesterday with interest.

A stoppage in the carbureter deprived it of the privilege of making a clean score, but after it was remedied the delay afforded opportunity for making up time. It is doubtful if any other car in the run could have covered the distance from Philadelphia to Harrisburg in four hours and twenty minutes, as the Stearns did, arriving first at the finish, one hour and five minutes ahead of the schedule. Many of the cars had difficulty in covering the ground on schedule time because of the frightful condition of the highways.

After the initial misfortune, which was highways.
After the initial misfortune, which was

The Winchester Speedometer Company are showing their well known speed and distance indicating devices in operation. The improvements which have been made in the 1907 Winchester speedometer may be characterized as refinements in detail. This implies those changes in material and mechanical detail which make for greater efficiency and durability. Briefly enumerated, they are as follows: Steel to bronze bearings throughout; a flexible shaft and shaft case easily detached from the instrument without removing the latter from the dashboard; a bevel gear attachment for the flexible shaft which obviates the necessity of an abrubt bend in the shaft at the steering knuckle, and an improved key which requires but a few turns to reset the tripodometer portion of the instrument to 000.0. The new model E instrument indicates speed up to seventy-five miles and is especially designed for high power cars.

and is especially designed for high power cars.

The Pope Menufacturing Company is exhibiting its new Pope-Hartford, model L. 25-30 horse-power, four cylinder vertical water cooled car, in tonneau style, and also as a runabout, showing separate chassis. The new Pope-Tribune, type X, a 15-20 horse-power, four cylinder vertical water cooled runabout, manufactured at Hagerstown, Md., is also shown, as is the Pope-Toledo, type XV, a 50 horse-power, four cylinder vertical water cooled touring car, seating seven persons, with all modern improvements, steel construction, multiple disc clutch, four speeds forward and reverse, and other modern improvements. The Pope Waverly electrics are exhibited in the exhibition hall, formerly known as the restaurant, and the new model for Pope-Waverly pheton is among the altractive vehicles shown in this exhibit. A Pope-Waverly truck is exhibited in the basement, showing the development in commercial vehicles. In addition to the Hartford contingent, H. H. Rice and W. C. Johnson, manager and assistant manager, respectively, of the Indianapolis plant, are in attendance, and from Toledo are A. E. Schaaf and H. S. Leyman, manager and assistant manager of that depart, ent.

Some technical commentators have inferred that the air cooled car is losing ground, because of one or two firms adding a water cooled model to their air cooled line. The fact seems to be that these concerns always were of unsettled opinion regarding the two systems and are not truly deserters. There is other evidence to show that in good waterless systems the air cooled engine is gaining. The remarkable record of the knox baggage truck on the Glidden tour last summer seemed a conclusive triumph for that type of car. As the same concern has made a marked success with a 40 horse-power touring car, the waterless type would appear to be moving onward blithely.

NATIONAL AUTOMOBILE SHOW

Madison Square Garden

Pope-Waverley Victoria Phaeton

MODEL 67. PRICE \$1,600

Here is an entirely new electric driven carriage, the most modern and artistic in design and equipment exhibited at Madison Square Garden. Its efficiency has been thoroughly demonstrated and its acceptance by the buying public as the acme of automobile construction was immediate and enthusiastic. Easy control, abundance of power, freedom from odor and noise are some of the cardinal virtues of Pope-Waverley Electrics.

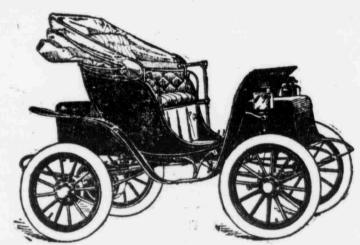
> Complete exhibit at Garden Show, embracing the various cars manufactured by the Pope factories: Pope-Toledo Type XV, Pope-Hartford Model L, Pope-Tribune Model X, and all 1907 Pope-Waverley Models.

Pope Motor Car Company

Waverley Depot, Indianapolis, Ind.

A. G. SOUTHWORTH CO.

342-344 Flatbush Ave., Brooklyn



Built Right-In Cleveland By THE ROYAL MOTOR CAR COMPANY

THE ROYAL TOURIST **MOTOR CARS**

Sold Right-By C."A.'DUERR & CO., 2182-86 BROADWAY, NEAR 79TH ST. SUBWAY STATION. 45 H. P. Model G, Series 2, \$4,000.

Space 1 at Auto Show at right of entrance.

low, later became secretary of the Stearns Canadian Company, and finally went to Australia as manager for the Canada Cycle and Motor Company. He now has returned from that far off land, accepting a position with the Franklin Automobile Company as manager of its Chicago branch, which duties he has already taken up.

CANOE FOR BRITISH TROPHY. Westchester Boat (lub Will Try to Win

International Race. Westchester Boat Club will try and capture the trophy of the Royal Canoe Club of Great Britain, which is to be raced for next August. Announcement was made put in competition again, and already en-tries have been made by Austria, Italy, France and Belgium, and with an entry from this country and the defending canoe representing Great Britain six countries will be represented in the race. It is possible that more entries will be made before

The announcement that the Westchester Boat Club would compete was made by cances and each competitor must be a bona fide amateur and must be nominated by a or cance club. The races are to be sailed on salt water and will probably be on the Solent, and the course is ten miles in length. At least two races must be sailed, and if one cance wins both the international cup is awarded to the owner. If two cances win a third race must be sailed in which these two start.

May 1, when they close.

water line, nor more than 17 feet. The beam must be less than 3 feet 6 inches and no seat is to be extended beyond the side of the hull. The depth inside must be not less 12 inches and the keel must be of sufficient width to accommodate a centreboard. There must be a sleeping compartment between the transverse bulk heads, with a direct hatchway above it of 3 feet in length and 16 inches in width. Any certified sails may be carried, and in addition a trysail not exceeding 75 square feet.

The challenges for the trophy have been made as follows: America, Westchester Boat Club, Charles Burgess; Austria, M. Fried; Belgium, Royal Yacht Club de Belgique, M. A. Oboussier; France, Cercle de la Boile de Paris, Albert Glandaz; Italy, Regio Verbano Yacht Club, M. G. Brambillo.

BOAT FOR LOUIS GOSSERT.

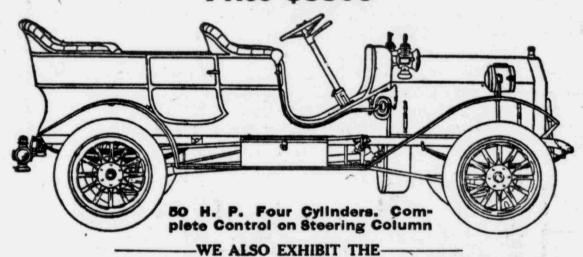
Opening of the Season.

Point for Louis Bossert from designs by Henry J. Gielow. Mr. Bossert used to own the schooner Coronet which won the race across the ocean against the Dauntless. The new boat will be 47 feet 3 inches over all, 45 feet 6 inches on the water line, 10 feet beam and 2 feet 3 inches draught. It is to be fitted with a 25 horse-power Standard motor, which will give it a speed of thirteen miles an hour. The boat is to be very substantially constructed. The keel, stern and stern post will be of oak, the frames of oak steam bent, the planking will be of yellow pine and the deck mahogany rubbed down and finished bright.

ORTHER

Do Not Fail to See the NORTHERN Four Cylinder 50 H. P. Air Controlled Car-The Sensation of the Show.

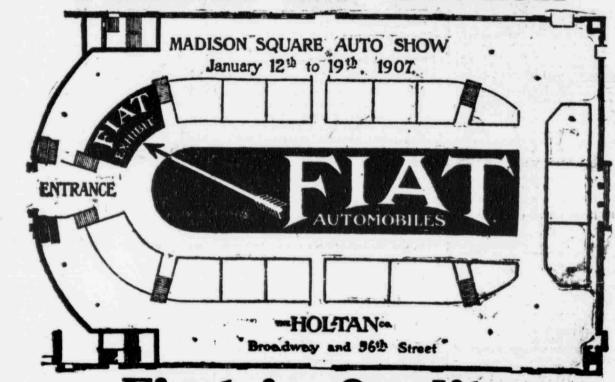
Self-Adjusting Air Clutch Air Brakes Tires Inflated from Engine-driven Pump Price \$3500



"SILENT NORTHERN,"

Two Cylinders, 20 H. P. Touring Car. Unequalled for \$ \$1700 quietness and easy riding qualities by any car of its class \$ \$1700 SPACE 2, MADISON SQUARE GARDEN.

First in Importations First in the Garden



First in Quality First in Reliability

Madison Square Garden January 12-19.

ON ACCOUNT OF LIMITED SPACE AT THE GARDEN WE ARE EXHIBITING AT OUR SHOW ROOMS OUR

Vanderbilt Cup Racer

35 H. P. RUNABOUT AND LIMOUSINE

The Matheson Company of New York 1619-21-23 Broadway

to make almost any harbor.

Munder a forward deck and forward of a swater tight bulkhead will be the gasolene tank, made of copper, fitted in a copper lined corpartment and drained outboard. Aft of this will be the chain locker and next will come the icebox, so arranged as to be filled from the deck and having its food compartment open into the cabin. Aft again for a distance of 21 feet will be a long trunk of the hunting cabin type, having an average height above the deck of 27 inches. The trunk is fitted with circular ports, but to insure additional light

and good ventilation there will be two low skylights. At the forward end of this space there will be a cabin with transoms or each side and fitted with lockers. This will be large enough for four persons to sleep in. Aft of this cabin will be the toilet room on the starboard side, and on the port side a passageway leading to the engine room and the cockpit.

Some changes are being made in the auxliary schooner Julia, owned by John H. Sanderson of the New York Yacht club. The old 100 horse-power substituted. The yacht will also be fitted with a Craig feathering propeiler. The Julia is now at the foot of Fifty-seventh street, South Brooklyn, and the changes are being-made under the supervision of A. Cary Smith & Ferria.